

- T. 43 N., R. 110 W.,
Secs. 1 to 36, inclusive.
T. 42 N., R. 111 W.,
Secs. 1, 2, 12, and 13.
T. 43 N., R. 111 W.,
Secs. 1, 2, 10 to 15, inclusive, 22 to 27, inclusive, 35 and 36.

2. This order does not otherwise change the status of the lands or their withdrawal for oil shale made by Executive Order No. 5327 of April 15, 1930, and modification thereof.

HARRISON LOESCH,
Assistant Secretary of the Interior.

FEBRUARY 7, 1972.

[FR Doc.72-2074 Filed 2-10-72;8:47 am]

[Public Land Order 5158]

[Colorado 12101]

COLORADO

Partial Revocation of Reclamation Withdrawal

By virtue of the authority contained in section 3 of the Act of June 17, 1902, 32 Stat. 388, as amended and supplemented, 43 U.S.C. section 416 (1970), it is ordered as follows:

1. The departmental orders of January 31, 1902, and March 30, 1905, withdrawing lands for reclamation purposes in connection with the Uncompahgre Project, are hereby revoked so far as they affect the following described lands:

NEW MEXICO PRINCIPAL MERIDIAN

- T. 49 N., R. 7 W.,
Sec. 3, SW $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 4, lots 3, 4, 5, 6, 9, 10, 11, 12, N $\frac{1}{2}$ S $\frac{1}{2}$,
N $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 5, lots 1, 2, 7, 8, 9, 10, N $\frac{1}{2}$ SE $\frac{1}{4}$,
SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 9, NE $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 10, N $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ NW $\frac{1}{4}$,
NW $\frac{1}{4}$ NE $\frac{1}{4}$.
T. 50 N., R. 7 W.,
Sec. 19, lots 5 to 9, inclusive;
Sec. 29, lots 1 to 5, inclusive;
Sec. 30, lots 5, 6, 7, 8, 10, 11, 12, 13, 14, 17,
and 18;
Sec. 31, lots 5 and 6;
Sec. 32, lots 1 to 14, inclusive;

- T. 50 N., R. 8 W.,
Sec. 16, SW $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 17, SW $\frac{1}{4}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$, NW $\frac{1}{4}$ SW $\frac{1}{4}$,
SE $\frac{1}{4}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$;
Sec. 20, N $\frac{1}{2}$ NE $\frac{1}{4}$;
Sec. 21, NE $\frac{1}{4}$, N $\frac{1}{2}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ -
SE $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 22, SW $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$, S $\frac{1}{2}$;
Sec. 23, S $\frac{1}{2}$;
Sec. 24, S $\frac{1}{2}$ N $\frac{1}{2}$, SW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 26, N $\frac{1}{2}$ N $\frac{1}{2}$;
Sec. 27, N $\frac{1}{2}$ NE $\frac{1}{4}$.

The areas described aggregate 5,412.19 acres in Montrose County.

2. All of the lands described above remain withdrawn under the jurisdiction of the National Park Service in connection with the administration of the Black Canyon of the Gunnison National Monument, established by Presidential Proclamations No. 2032 of March 2, 1933, and No. 2372 of October 28, 1939.

HARRISON LOESCH,
Assistant Secretary of the Interior.

FEBRUARY 7, 1972.

[FR Doc.72-2075 Filed 2-10-72;8:47 am]

Title 49—TRANSPORTATION

Chapter I—Hazardous Materials Regulations Board, Department of Transportation

[Docket No. HM-38, Amdt. 179-11]

PART 179—SPECIFICATIONS FOR TANK CARS

Interlocking Couplers

On November 13, 1970, the Hazardous Materials Regulations Board published Docket No. HM-38; Amendment No. 179-5 (35 F.R. 17418) prescribing, among other things, that all tank cars built after January 1, 1971, must be equipped with interlocking automatic couplers that will resist car telescoping and jackknifing in derailments and in emergency stops, and that are approved by the Federal Railroad Administrator.

The purpose of this amendment to the Hazardous Materials Regulations is to authorize the use of additional couplers. The design and performance data were reviewed by the Federal Railroad Administration and the couplers were found to be as efficient in resisting car telescoping and jackknifing in derailments and in emergency stops as the existing approved couplers.

Since this amendment imposes no added burden on any person, public notice and procedure thereon are unnecessary, and the amendment may be made effective in less than 30 days.

In consideration of the foregoing, § 179.14 is amended as follows:

§ 179.14 Tank car couplers.

(a) All tank cars built after January 1, 1971, must be equipped with interlocking automatic couplers that will resist car telescoping and jackknifing in derailments and in emergency stops, and that have been approved by the Federal Railroad Administrator.

(1) Effective November 13, 1970, couplers designated by the Association of American Railroads Catalog Nos. F70BHT, F70BHTE, F71BHT, F72BHT, F73HT, F73HTE, F79BHT, and F79BHTE are approved.

(2) Effective February 11, 1972, couplers designated by the Association of American Railroads Catalog Nos. F70BHT, F70BHTE, F71BHT, F72BHT, F73HT, F73HTE, F79BHT, and F79BHTE, which have modified shanks and solid butt ends, but do not have pin bearing blocks, are approved.

This amendment is effective upon publication in the FEDERAL REGISTER (2-11-72).

(Secs. 831-835, title 18, United States Code; sec. 9, Department of Transportation Act, 49 U.S.C. 1657)

Issued in Washington, D.C., on February 7, 1972.

MAC E. ROGERS,
*Board Member for the
Federal Railroad Administration.*

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